 <p>U.S. Department of Transportation National Highway Traffic Safety Administration</p>		<p>INFORMATION ACT (FOIA), 5 U.S.C. 552(B)(6) DOT Auto Safety Hotline</p> <p>Vehicle Owner's Questionnaire To Report Vehicle Safety Defects 1-888-DASH-2-DOT (1-888-327-4236) INTERNET: www.nhtsa.dot.gov/hotline</p>		<p>FOR AGENCY USE ONLY 100148</p>	
		<p>Date Received Aug 10 2012 11-MAY-2012</p>		<p>Repository <input type="checkbox"/></p> <p>Reference No. 10458111</p>	
<p>OWNER INFORMATION (Type or Print)</p>					
Name		Daytime Telephone Number		E-mail Address	
Address					
City		State	Zip Code	Evening Telephone Number	
GALLOWAY		NJ			
<p>The information you provide will be used to identify potential safety-related defects. We may share your information with the applicable vehicle manufacturer during an investigation or recall in accordance with the routine uses described in the agency's Privacy Act notice. See 49 FR 53971 (Sep. 3, 2004).</p>					
<p>VEHICLE INFORMATION</p>					
17 digit Vehicle Identification Number Located at bottom of windshield on driver's side		Make	Model	Model Year	
1B3HB48A79D		DODGE	CALIBER	2009	
Date Purchased	Dealer's Name and Telephone Number		Engine:	Fuel Type:	
4/2009	FAMILY DODGE		No: Cylinders 4	REG	
Original Owner <input type="checkbox"/>	Dealer's City	State	Zip Code		
	PHILADELPHIA	PA	19153		
Transmission Type	<input checked="" type="checkbox"/> Antilock Brakes	Powertrain	Multiple Failure:	Incident Date(s)	
CUT	<input checked="" type="checkbox"/> Cruise Control			06-MAY-2012	
<p>FAILED COMPONENT(S)/PART(S) INFORMATION</p>					
Vehicle Component Code: 100000 POWER TRAIN			Failure Mileage	Failure Speed	
LIFETIME POWER TRAIN WARRANTY			52000	50	
<p>ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A TIRE FAILURE</p>					
Tire Make	Tire Model (Name or Number)		Tire Size (Example P215/65R15)		
DOT No. (Example: DOTM19ABC036)	<input type="checkbox"/> Original Equipment <input type="checkbox"/> Prior Repair		Failure Location:		
Tire Component Code			Tire Failure Type:		
<p>ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A CHILD SEAT FAILURE</p>					
Make:	Date Manufactured:	Model No./Name:			
Seat Type:	Installation System:				
Child Seat Component Code:	Failed Part:				
<p>APPLICABLE INCIDENT INFORMATION (Please describe in detail the incident(s), Failure(s), Crash(es), and Injury(ies).)</p>					
Crash <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Fire <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Number of Persons Injured 0	Number of Deaths 0	Reported to Police N	
<p>Narrative Description of Incident(s), Crash(es), and Injury(ies). Please describe (1) events leading up to the failure, (2) failure and its consequences, and (3) what was done to correct the failure; i.e., parts repaired or replaced (and if old part is available).</p>					
<p>TL- THE CONTACT OWNS A 2009 DODGE CALIBER. WHILE DRIVING APPROXIMATELY 50 MPH, THE TRANSMISSION WARNING LIGHT ILLUMINATED ON THE INSTRUMENT PANEL AND THE VEHICLE BECAME HESITANT TO ACCELERATION ATTEMPTS. THE VEHICLE WAS TAKEN TO THE DEALER FOR DIAGNOSTICS WHERE THE TECHNICIAN REPLACED THE TRANSMISSION FLUID AND FILTER. THE FAILURE CONTINUED AFTER THE REPAIR. THE CONTACT ADDED TRANSMISSION FLUID TO THE VEHICLE BUT THE FAILURE PERSISTED. THE VEHICLE WAS TAKEN BACK TO THE DEALER WHERE THE TECHNICIAN ADVISED THAT THE TRANSMISSION WOULD HAVE TO BE REPLACED BECAUSE THE INCORRECT TRANSMISSION FLUID USED BY THE CONTACT. THE CONTACT STATED THERE WAS NO WARNING LABEL ON THE VEHICLE STATING WHICH TYPE OR BRAND OF TRANSMISSION FLUID HAD TO BE USED IN THE VEHICLE, NOR WAS THERE A DIP STICK TO CHECK THE FLUID. THE VEHICLE WAS NOT REPAIRED. THE APPROXIMATE FAILURE MILEAGE WAS 52,000. KMJ</p>					
Include, if available: Police/Fire Department Report, Photos, and Repair Invoice.			ATTACH ADDITIONAL SHEETS IF NECESSARY		
<p>The Privacy Act of 1974-Public Law 93-579 This information is requested pursuant to authority vested in the National Highway Traffic Safety Act and subsequent amendments. You are under no obligation to respond to this questionnaire. Your response may be used to assist the NHTSA in determining whether a Manufacturer should take appropriate action to correct a safety defect. If the NHTSA proceeds with administrative enforcement or litigation against a manufacturer, your response, or a statistical summary thereof, may be used in support of the agency's action.</p>					

Narrative Description of Incident(s), Failure(s), Crash(es), and Injury(ies)

The TRANSMISSION FAILED WITH CODE P0218 WHICH
MEANS TRANSMISSION OVERHEATED + DAMAGED THE TRANSMISSION
CHRYSLER CORP VOIDED THE TRANSMISSION WARRANTY.
THE TRANSMISSION ONLY HAD 52900 MILES ON IT. I PAID \$488.00
+ STILL HAVE THE SAME PROBLEM. REPLACEMENT TRANS WAS
ORDERED BUT WAS CANCELLED BY CHRYSLER CORP. I WANT
MY TRANS REPLACED + MY MONEY BACK BECAUSE IT DIDN'T
FIX THE PROBLEM. THANK YOU

ATTACH ADDITIONAL SHEETS IF NECESSARY

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Vehicle Owner's Questionnaire (VQO)
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2009 Dodge Caliber L4-2.0L

[Vehicle Level](#) → [ALL Diagnostic Trouble Codes \(DTC\)](#) → [Testing and Inspection](#) → [P Code Charts](#)
P0218**P0218****P0218-HIGH TEMPERATURE OPERATION ACTIVATED**

For a complete wiring diagram refer to the **Wiring Information**. See:
[Diagrams\Electrical](#)

Theory of Operation

This DTC will set to indicate an overheating transmission or engine cooling system. Extended transmission operation above 115°C (240°F) will reduce the durability of the transmission and should be avoided. Correcting the cooling system operation or installing an additional transmission oil cooler will improve transmission durability, especially under extreme conditions such as city/construction stop and go traffic, trailer towing, aggressive driving in low gear, or operation in mountainous areas.

- **When Monitored:** With the engine running.
- **Set Condition:** The transmission overheat shift schedule is activated when the transmission oil temperature reaches 115°C (240°F).

Possible Causes	
DTC ACTIVE IN TRANSMISSION CONTROL MODULE	
TRANSMISSION OVER-HEATING	
ENGINE OVER-HEATING	
HIGH TEMPERATURE OPERATIONS ACTIVATED	

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Always perform the Pre-Diagnostic Troubleshooting procedure before proceeding. See: [Powertrain Management\Computers and Control Systems\Testing and Inspection\Initial Inspection and Diagnostic Overview\Pre-Diagnostic Troubleshooting Procedure](#)

1. DTC ACTIVE IN TRANSMISSION CONTROL MODULE

1. This is an informational DTC that indicates that the transmission has been operating in the "Overheat" shift schedule.
2. With the scan tool, select View DTCs in the Transmission Control Module.

Are any DTCs set in the Transmission Control Module?

Yes

- Refer to the Service Information for the related diagnostic or repair procedures.
- Perform the PCM Verification Test See: Verification Tests\PCM Verification Test.

No

- Go to 2

2. TRANSMISSION OVERHEATING

1. With the scan tool, review the Freeze Frame information to help identify the conditions in which the DTC was set.
2. Attempt to drive the vehicle under the conditions in which the DTC was set.
3. Transmission overheating may indicate the need for an additional transmission oil cooler.
4. Check the transmission oil cooler flow.
5. Check for any Technical Service Bulletins that may apply.

Were any problems found?

Yes

- Repair as necessary. If the transmission oil cooler is plugged, repair the cause of the plugged oil cooler
- Perform the PCM Verification Test See: Verification Tests\PCM Verification Test.

No

- Go to 3

3. ENGINE OVERHEATING

1. Check the engine cooling system operation.

Were any problems found?

Yes

- Repair as necessary.
- Perform the PCM Verification Test See: Verification Tests\PCM Verification Test.

No

- Refer to the *CHECKING FOR AN INTERMITTENT DTC Diagnostic Procedure. See: Powertrain Management\Computers and Control Systems\Testing and

Inspection\Initial Inspection and Diagnostic Overview\Checking for an Intermittent DTC

Yes

- Refer to DTC Based Diagnostics and perform the appropriate diagnostic procedure. If speed sensor DTCs are present, perform their respective tests first.

No

- Go To 2

2. CHECK FOR ENGINE DTCS

1. With the scan tool, check for engine DTCs.

Are there any engine DTCs present?

Yes

- Refer to DTC Based Diagnostics and perform the appropriate diagnostic procedure.
- Perform CVT TRANSMISSION VERIFICATION TEST. See: Verification Tests\Transmission Verification Test

No

- Go To 3

3. CHECK IF DTC RESETS

1. With the scan tool erase transmission DTCs.
2. Test drive the vehicle and try to duplicate the setting conditions.

Pick the answer that best describes your findings:

DTC resets with a speed sensor DTC

- Refer to DTC Based Diagnostics and perform the appropriate diagnostic procedure.

DTC resets without a speed sensor DTC

- Replace or repair the CV Transmission as necessary.
- Perform CVT TRANSMISSION VERIFICATION TEST. See: Verification Tests\Transmission Verification Test

No

- Go To 4

4. CHECK THE WIRING AND CONNECTORS

1. The conditions necessary to set this DTC are not present at this time.
2. Using the schematics as a guide, inspect the wiring and connectors specific to this circuit.
3. Wiggle the wires while checking for shorted and open circuits.

Were there any problems found?

Yes

- Repair as necessary.
- Perform CVT TRANSMISSION VERIFICATION TEST. See: Verification Tests\Transmission Verification Test

No

- Test Complete.

<u>Part Number</u>	<u>Description</u>
CBA0H331	Module, Powertrain Control (with manual or CVT transaxle)
CBA0H332	Module, Powertrain Control (with 4 speed automatic transaxle)
Each dealer to whom vehicles in the recall were assigned will receive enough Powertrain Control Modules to service about <u>20%</u> of those vehicles.	

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Parts Information

Special Tools

➤ CH9401*	StarSCAN Tool
➤ CH9404D*	StarSCAN Vehicle Cable
➤ CH9409*	StarSCAN Documentation Kit
➤ CH9410*	StarSCAN Ethernet Cable 12 ft.
➤ CH9412*	StarSCAN Software Update Device Kit
➤ CH9801	StarMOBILE Tool
➤ CH9804	StarMOBILE Vehicle Cable
➤ NPN	TechCONNECT PC
➤ NPN	StarSCAN/StarMOBILE Software Update CD
* Part of CH9400 kit.	

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These special tools are required to perform this repair:

Completion Reporting and Reimbursement

Claims for vehicles that have been serviced must be submitted on the DealerCONNECT Claim Entry Screen located on the Service tab. Claims submitted will be used by Chrysler to record recall service completions and provide dealer payments.

	<u>Labor Operation Number</u>	<u>Time Allowance</u>
Replace PCM module and program new module (PM/MK Models)	08-H3-31-82	0.7 hours
Replace PCM module and program new module (JC/JS Models)	08-H3-31-83	0.8 hours
<u>Related Operation</u>		
Vehicles equipped with Continuously Variable Transaxle (CVT)	08-H3-31-50	0.1 hours
Add the cost of the recall parts package plus applicable dealer allowance to your claim.		
NOTE: See the Warranty Administration Manual, Recall Claim Processing Section, for complete recall claim processing instructions.		

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Use the labor operation number and time allowance shown.

Dealer Notification

To view this notification on DealerCONNECT, select "Global Recall System" on the Service tab, then click on the description of this notification

Owner Notification and Service Scheduling

All involved vehicle owners known to Chrysler are being notified of the service requirement by first class mail. They are requested to schedule appointments for this service with their dealers. A generic copy of the owner letter is included.

Enclosed with each owner letter is an Owner Notification postcard to allow owners to update our records if applicable.

Dealers are encouraged to consider alternative scheduling and servicing approaches for this recall. This repair does not require hoists or other full service facility special equipment and is a Chrysler Mobile Service approved repair.

Vehicle Lists, Global Recall System, VIP and Dealer Follow Up

All involved vehicles have been entered into the DealerCONNECT Global Recall System (GRS) and Vehicle Information Plus (VIP) for dealer inquiry as needed.

GRS provides involved dealers with an updated VIN list of their incomplete vehicles. The owner's name, address and phone number are listed if known. Completed vehicles are removed from GRS within several days of repair claim submission.

To use this system, click on the "Service" tab and then click on "Global Recall System." Your dealer's VIN list for each recall displayed can be sorted by: those vehicles that were unsold at recall launch, those with a phone number, city, zip code, or VIN sequence.

Dealers must perform this repair on all unsold vehicles before retail delivery. Dealers should also use the VIN list to follow up with all owners to schedule appointments for this repair.

Recall VIN lists may contain confidential, restricted owner name and address information that was obtained from the Department of Motor Vehicles of various states. Use of this information is permitted for this recall only and is strictly prohibited from all other use.

Additional Information

If you have any questions or need assistance in completing this action, please contact your Service and Parts District Manager.

Customer Services Field Operations
Chrysler

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2009 Dodge Caliber L4-2.0L

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[Recall 08V528000: PCM Replacement](#)

Recall 08V528000: PCM Replacement

VEHICLE MAKE/MODEL: MODEL YEAR(S):

Chrysler/Sebring 2009

Dodge/Avenger 2009

Dodge/Caliber 2009

Dodge/Journey 2009

Jeep/Compass 2009

Jeep/Patriot 2009

MANUFACTURER: Chrysler LLC

MFR'S REPORT DATE: October 07, 2008

NHTSA CAMPAIGN ID NUMBER: 08V528000

NHTSA ACTION NUMBER: N/A

COMPONENT: Power Train: Automatic Transmission: Control module (TCM, PCM)

POTENTIAL NUMBER OF UNITS AFFECTED: 712

SUMMARY:

Chrysler is recalling 712 M/Y 2009 Sebring, Dodge Caliber, Avenger, Journey, Jeep Patriot, and Compass vehicles. A new adhesive used in the Power Train Control Module (PCM) manufacturing process can cause the printed circuit board to break.

CONSEQUENCE:

This can cause the engine to stall and cause a crash without warning.

REMEDY:

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Recall - PCM Replacement/Software Update

November 2008

Dealer Service Instructions for:

Safety Recall H33
Powertrain Control Module

Models

2009 (PM) Dodge Caliber

(MK) Jeep(R) Compass and Patriot

(JS) Chrysler Sebring and Dodge Avenger

(JC) Dodge Journey

NOTE : This recall applies only to the above vehicles built from July 10, 2008 through August 26, 2008 (MDH 071011 through 082606).

IMPORTANT : Some of the involved vehicles may be in dealer new vehicle inventory. Federal law requires you to complete this recall service on these vehicles before retail delivery. Dealers should also consider this requirement to apply to used vehicle inventory and should perform this recall on vehicles in for service. Involved vehicles can be determined by using the VIP inquiry process.

Subject

The Powertrain Control Module (PCM) on about 680 of the above vehicles may have been manufactured with an adhesive that could cause the printed circuit board to break. This can cause the engine to stall and result in a crash without warning.

Repair

The PCM must be replaced and the correct software programmed into the new module.

2009 DODGE CALIBER Recall - Campaign #08V528000

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2009 DODGE CALIBER REGALL - #08V528000**RECALL FOR POWER TRAIN : AUTOMATIC TRANSMISSION : CONTROL MODULE (TCM, PCM)**

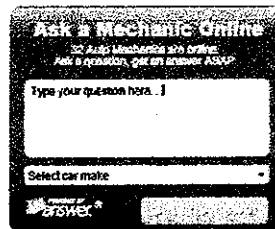
CHRYSLER IS RECALLING 712 MY 2009 SEBRING, DODGE CALIBER, AVENGER, JOURNEY, JEEP PATRIOT, AND COMPASS VEHICLES. A NEW ADHESIVE USED IN THE POWER TRAIN CONTROL MODULE (PCM) MANUFACTURING PROCESS CAN CAUSE THE PRINTED CIRCUIT BOARD TO BREAK.

Information provided by the [National Highway Traffic Safety Administration](#).[View all complaints filed for the 2009 DODGE CALIBER](#)**Dodge Caliber Reviews**

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Vehicle	2009 DODGE CALIBER
Manufacturer	<u>CHRYSLER LLC</u>
Manufactured between	7/10/2008 - 8/26/2008
Recalled on	10/9/2008
Influenced by	CHRYSLER LLC
Owners Notified on	11/10/2008
# Affected	712
Recalled for	POWER TRAIN:AUTOMATIC TRANSMISSION:CONTROL MODULE (TCM, PCM)
Description	CHRYSLER IS RECALLING 712 MY 2009 SEBRING, <u>DODGE CALIBER</u> , AVENGER, JOURNEY, JEEP PATRIOT, AND COMPASS VEHICLES. A NEW ADHESIVE USED IN THE POWER TRAIN CONTROL MODULE (PCM) MANUFACTURING PROCESS CAN CAUSE THE PRINTED CIRCUIT BOARD TO BREAK.
Consequences	THIS CAN CAUSE THE ENGINE TO STALL AND CAUSE A CRASH WITHOUT WARNING.
Corrective action	DEALERS WILL REPLACE THE PCM FREE OF CHARGE. THE RECALL BEGAN ON NOVEMBER 10, 2008. OWNERS MAY CONTACT CHRYSLER AT 1-800-853-1403.
Notes	CHRYSLER RECALL NO. H33.CUSTOMERS MAY ALSO CONTACT THE NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION'S VEHICLE SAFETY HOTLINE AT 1-888-327-4236 (TTY 1-800-424-9153), OR GO TO HTTP://WWW.SAFERCAR.GOV .
See also	
Technical Service Bulletins	<p>Jan 13, 2010 - 022000 SUSPENSION:REAR CHRYSLER/JEEP: REAR STABILIZER BAR END LINK NUT TORQUE. VEHICLES WERE SHIPPED WITH REAR STABILIZER BAR END LINK NUTS INCORRECTLY TORQUES. *PE</p> <p>May 29, 2009 - 114000 ELECTRICAL SYSTEM:WIRING CHRYSLER: WIRE HARNESS TIE STRAP NOT SECURED. THE STRAP PROVIDES STRAIN RELIEF FOR THE</p>

HARNESS CONNECTORS. *PE

May 14, 2009 - 355100 EQUIPMENT:OTHER:LABELS

DODGE: CALIBER SRT4 HAS AN INCORRECT VEHICLE EMISSION CONTROL INFORMATION (VECI) LABEL THAT WAS INADVERTENTLY INSTALLED. CSC LETTER WAS RECEIVED. *PE

Dec 22, 2008 - 021530 SUSPENSION:FRONT:CONTROL ARM:LOWER ARM

CHRYSLER: LOWER CONTROL ARM TO CROSSMEMBER MOUNTING BOLTS. VEHICLES WERE SHIPPED WITH FRONT LOWER CONTROL ARM TO CROSSMEMBER MOUNTING BOLTS THAT MAY NOT BE TIGHTENED TO SPECIFICATION. *PE

[View All DODGE CALIBER RECALLS](#)

[View All 2009 DODGE CALIBER PROBLEMS](#)

Do you drive a 2009 DODGE CALIBER?

Comments

Just because a car has been recalled does not mean it is not a reliable car. Millions of cars get recalled every year. Recalls often involve problems that are rare but could cause a serious problem if they occur. So the risk to any given driver is often remote, even though there may be a few high-profile incidents traced to the problem.

Tell us what you think.

Your Name: _____

Your Comment: _____

Græc.

General

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Dodge Caliber Transmission Problems

144 messages, Last post on May 10, 2012 at 11:23 AM

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 #135 of 144 **BELT CVT vs TOROIDAL CVT** by [experter](#)

Aug 29, 2011 (1:16 am)

 Replying to: [tommytwotone34 \(Jun 08, 2011 10:12 am\)](#)

Let me make it clear: Nothing is wrong with Jatco CVT's. I had Nissan Murano 2003, 2004, (both over 100k miles, towing, snow, hills, off-road etc) and now have 2009. ALL OF THEM WITH JATCO JF010E TOROIDAL CVT, NO BELT THERE.

AWD (!) SUV's like JEEP, Caliber, SATURN VUE are all junk because they use budget light duty BELT-driven CVT, even if it is the same JATCO.

How in the world would you explain why SUV comes with light duty belt driven transmissiIn??? TO CUT THE COST.

Most SATURN VUE 2002-2004 with their belt CVT had tranny down before 100k miles. GM dropped CVT in 2004. I am afraid the same will be with JEEP and Caliber. It is a question of time, IMHO.

 #136 of 144 **Thank You for your help, im not the only one!!** by [lianag](#)

Sep 26, 2011 (7:52 am)

I have had my car into the dealer several times over the past year for my electric throttle light coming on, hesitation at acceleration, failing alternator tests etc. So this last time I took it in, they cleaned my battery and said the hesitation was caused by corrosion. Ha!! Last weekend I hit the acceleration and I got nothing but puttering, speed wouldn't top over 10MPH but RPMs were flying. Shut off car, wouldn't start, wouldn't turn over...I had power elsewhere BUT not at start. Three times I tried and finally it kicked in and started, drove for a bit and then again...same problem. Took it to a local shop, he was "lost" had NO idea what was wrong but said transmission....hahhaa the kicker, I flipped it 102K miles right now which means no warranty....thanks Dodge I will NEVER BUY ANOTHER DODGE EVER!! See what happens with governmental bailouts, quality takes a backseat!!

Replies to this message:

 • [janeadams \(Oct 07, 2011 1:21 pm\)](#)

 #137 of 144 **Re: Dodge Caliber Transmission** by [janeadams](#)

Oct 07, 2011 (1:21 pm)

 Replying to: [lianag \(Sep 26, 2011 7:52 am\)](#)

My 2007 Caliber was making a subtle "tinging" noise when I accelerated. I took it to a mechanic who said the transmission needs replacing.

The dealer agreed and said it's 100% covered by my warranty. However, they would not provide a loaner vehicle. I called Chrysler's customer service (800) 992-1997 and before the day was over they'd called the dealer and instructed them to give me a loaner and Chrysler would cover the cost for

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10 days up to \$35/day.

They were so helpful and even gave me a "case manager," which made me wonder: How widespread is the problem with the Caliber transmissions?



#138 of 144 **Messed up Caliber** by [dodgehater](#)

Nov 09, 2011 (2:34 pm)

I bought my 07 Dodge Caliber about a year ago, with about 60k miles on it. About 7-8 months later I took it to Perry Ford, where I had bought my car, they told me there is nothing wrong with it, about a couple of weeks later had called Perry Ford and they told me there is nothing wrong with the car, I did it a total of four times, until today I went back and they told me to take it to the Dodge dealer, so I did. I talked with the service guy and he told me that the thing with CVT transmissions is that we would have to get a new one all together so, mostly all places won't work on them. It happen too often to be just a tune-up, when I sit at a long red light the car will hesitate, or my RPM will drop, sometimes the transmission will slip. So hopefully they replace it and I can get my money worth.



#139 of 144 **2007 SXT transmission** by [inkvisitor](#)

Nov 15, 2011 (10:34 am)

Hi all -

I have an 07 (bought just BEFORE the powertrain warranty was offered - UGH) and it has about 55,000 miles. It was making the winding/warbling noise when accelerating/decelerating and then wouldn't turn over one morning. Towed it to the dealership since it was easy and they recommended a transmission replacement even though they couldn't for sure say that's what caused the problem. It also magically was starting again.

I took it to a local transmission shop and they're doing the RDI right now after they observed it slipping - I'll update when I hear the news..



Replies to this message:

- [inkvisitor \(Nov 16, 2011 12:13 pm\)](#)
- [inkvisitor \(Nov 30, 2011 8:18 am\)](#)

#140 of 144 **Re: 2007 SXT transmission** [[inkvisitor](#)] by [inkvisitor](#)

[inkvisitor](#)

Nov 16, 2011 (12:13 pm)

Replying to: [inkvisitor \(Nov 15, 2011 10:34 am\)](#)

Just got the call - according to this place the replacement parts needed are the primary pulley (slider), belt, torque converter, and overhaul package totaling \$4200 for new parts and almost \$3500 for rebuilt.

The dealership I originally took it to quoted about \$4000 for putting in a new transmission.

I'm just waiting now because I need to find another option (besides pushing it off a cliff...).



Replies to this message:

- [inkvisitor \(Nov 30, 2011 8:18 am\)](#)

#141 of 144 **Re: Dodge CVT transmissions**

[[simplysusan](#)] by [cibiobaby](#)

Nov 21, 2011 (2:03 pm)

Replying to: [simplysusan \(Jul 22, 2011 6:13 pm\)](#)

I personally hate these new transmissions. I was driving the nissan versa for a bit, it was so much better on gas than my caliber, but the transmission drove me insane. the caliber has one too but its not as obnoxiously annoying as the nissan was. my 2011 caliber heat has crappy gas milage as well. honestly, if it wasnt for how the car feels to drive and how much i love how it looks, I wouldnt have bought it because its a dang gas hog.



Dodge Caliber

Average Consumer Rating
N/A
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#142 of 144 Re: 2007 SXT transmission [inkvisitor] by

[inkvisitor](#)

Nov 30, 2011 (8:18 am)

Replying to: [inkvisitor \(Nov 16, 2011 12:13 pm\)](#)

Final outcome - over \$3k later I got it back and sold it immediately. At least it's out of my life now!


#143 of 144 caliber whining noise in engine during acceleration by [logansrun129](#)

May 10, 2012 (5:07 am)

Im new to forum but need advice. I have dodge caliber 115000 miles making a whining noise in engine when I accelerate starts at 25 mph only happens in gear. Not in park or neutral have heard possible cvt or some kind of bearing in cvt. Im getting nervous any ideas does get louder as I accelerate but soon as I let off gas no matter the speed noise dies down.

Please Help



Replies to this message:

- [gizm0man \(May 10, 2012 11:23 am\)](#)

#144 of 144 Re: caliber whining noise in engine during acceleration [[logansrun129](#)] by [gizm0man](#)

May 10, 2012 (11:23 am)

Replying to: [logansrun129 \(May 10, 2012 5:07 am\)](#)

Sounds like the cvt. Mine made a similar sound at 50k miles. Luckily I had an extended warranty. Still they could only find a used transmission.

Good luck.



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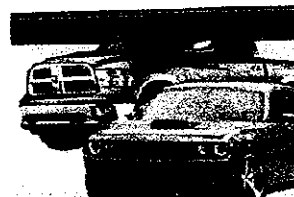
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HELP!!! 2009 CVT Tranny from hell

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Dodge Caliber The new sporty Dodge Caliber is a hatchback that replaces the Dodge Neon. The Dodge Caliber is here to stay!

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#1

09-14-2011, 10:33 AM

A&PRALPH

Registered User


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HELP!!! 2009 CVT Tranny from hell

Join Date: Sep 2011
 Posts: 3

Hi guys new to the site, this place is awesome glad to be a part of it.

My friend has a 09 Caliber SXT 68,000 miles, which keeps going into limp mode and giving him a warning high temp light. The dealer has told him that \$ 475 they service the tranny and it might help but not to count on it because it may be shot. I was so upset I told him I look at it, I ran my scan tool and no codes showed for powertrain and it is registering temp to tranny module. Ohm out every wire to the trans. and control module wires are good, I pulled out the cooler which is the cylinder looking thing under the battery where all the hoses attach (PART# 68025160AA) cleaned and pressure tested and its ok no clogs, tested the condenser cooler also good no clogs, I borescope the tranny everything is good. There are no shavings or parts in the pan. However when cleaning the inside of the tranny I found a small paper fiber filter in there. I pulled it and it look beat up and plugged I can barley blow through it. I called every where and no one sells it, infact Dodge dont even give it a part number. The cooler doesn't bring it either, they guy at the dealer nearly called me a liar he couldnt belive it had to email him a pic. Please anyone can help with this I would appreciate it, Im a aviation tech and ASE mech, my experience is telling me this filter is due for replacement because it is the cause of the restriction. I also noticed the tranny fluid foams like soap so any pressure will cause foam expansion which is BAD tranny can't pump foam.

I don't dare to use any solvent to clean it because I cant even ID the material that its made of. Talking with the dealer is  I have no idea what to do since I can't find this part to have the vehicle restored to manuf specs. Anyone can help I would appreciate it. Ralph

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09-14-2011, 01:00 PM

steak59

All Star

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L

That's the filter for the Auxlary cooler. I've tried to look into the dodge parts catalog but found nothing on it. But service info wants it to be replaced when replacing the cooler. I believe that filter comes with the auxiliary cooler. But not sure...

Might have to ask ur dealer to call mopar parts corporate to see if it can be bought separately.

09-14-2011, 06:52 PM



master tech

Site Moderator
Dodge Forum Moderator
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L

I'm dealing with right now with the same code. When I am done with it I'll let you know. Do you know if the car is still covered under warranty?

Master Chassis tech, Transmission Automatic and Manual and Suspensions. Also repair front and rear diffs and all engine repairs inc Diesel. A/C repair too.

09-14-2011, 11:12 PM

A&PRALPH

Registered User

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9

I sure the vehicle is not under warranty, I tried contacting Jatco today and the supervisor I spoke with is in shock that Dodge keeps this part a mistery and does not list it as a part number.

09-17-2011, 08:08 PM



master tech

Site Moderator
Dodge Forum Moderator
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L

Here is some information. I just replace the front a/c -transmission cooler as per chrysler. So you may need to have chrysler to get involved with this problem.

Symptom/Vehicle Issue: Additional diagnostics for DTC P0218

Discussion:

Friction is the primary source of heat generation in all transmission systems. In a conventional step ratio transmission, the greatest amount of friction and heat generation is found in the torque converter during partial lock and unlocked operation. The CVT spends no time in either of these mode when above 8-18mph, so its primary friction source is the pump, whose pressure is determined by the PCM calculated load factor. The higher the reported load factor from the engine controller, the higher the pressures need to be to clamp the belt tighter avoiding slippage. A low battery or improperly initialized TCM will cause excessive pressures. Problems often develop if the PCM misreports this load factor, so it is imperative that the catalytic converter is checked for excessive backpressure, the map/baro readings are correct, and cam timing and phasing are correct. Excessive drag in the driveline should be avoided as well, such problems as mismatched tire diameters due to wear or size differences in AWD systems, low tire pressures, or alignment out of specifications. Heat rejection is via a standard cooler system. This system can be compromised if the fluid begins to

QUOTE

#2

Join Date: Dec 2010
Posts: 930

QUOTE

#3

Join Date: Apr 2007
Vehicle: Mits P/U , Dodge avenger(1996) .
Location: San Bruno ,Ca
Posts: 7,767

QUOTE

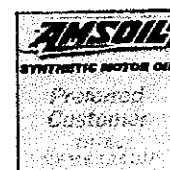
#4

Join Date: Sep 2011
Posts: 3

QUOTE

#5

Join Date: Apr 2007
Vehicle: Mits P/U , Dodge avenger(1996) .
Location: San Bruno ,Ca
Posts: 7,767



foam or aerate due to age, or improper fluid level. As the fluid ages it will show no visible sign of degradation, but will lose its anti-foaming capability, and as such, it is scheduled for replacement at approximately 60,000 miles. Operating in steep grades or hard turns may experience a benefit to keeping the fluid level to the bottom of the specification.

P0218

How long a drive does it take to set code?

Drive to set code

Is trans temp close

to 240 with infrared

temp gun

Short drive Long drive

No

Inspect temp sensor

wiring at 22way

trans connector, if

good, replace TCM

connector C2

Verify fluid level with

chart and scan tool. Check

the 22way trans connector

for acid damage or spread

terminals.

Install a test TCM,

Initialize and retest. If

repaired, install original

TCM, reinitialize and

verify problem returns

before condemning the

TCM Simply

disconnecting and

reconnecting the

connectors repair many

TCM concerns.

Yes

Contact Not repaired.

STAR

Does fluid have

over 50k miles,

or is it

discolored?

Drain as much trans fluid as

practical and refill/retest.

Yes

Verify fluid level with

chart and scan tool.

Visually inspect all

cooler lines for kinks and

check cooler for proper

airflow.

No

Measure exhaust backpressure

with pep module. Is pressure

less then 2psi under load?

Check catalytic

converter, repair

restricted exhaust.

No

Yes

1. Clean battery cables and load test battery.

2. Check the 22way transmission connector for acid damage or spread terminals.

3. Monitor primary pressure on level ground and constant speed, reinitialize TCM-pause and remove key when

scan tool states

to cycle key to off position. Retest and see if pressures lowered.

4. Verify proper barometric pressure reading; ensure it does not change radically during test drive. Monitor

engine vacuum

and camshaft phasing operation.

5. Install a test TCM, Initialize and retest. If repaired, install original TCM, reinitialize and verify problem returns

before

condemning the TCM. Simply disconnecting and reconnecting the connectors repair many TCM concerns.

6. For AWD vehicles, verify all four tires have identical rolling diameters.

Master Chassis tech, Transmission

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Also repair front and rear diffs and all engine

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09-18-2011, 10:26 PM

A&PRALPH
Registered User

quote

#6

Join Date: Sep 2011
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[Nice write up!](#)

Thank a ton this is excellent write up I will get to work n it let you know the results.



09-25-2011, 12:44 AM

#7



master tech
Site Moderator
Dodge Forum Moderator
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Join Date: Apr 2007
Vehicle: Mits P/U , Dodge avenger(1996) .
Location: San Bruno ,Ca
Posts: 7,767

L

I replace the front transmission cooler to a larger one and the a/c condensor too. This was done as per star (chrysler). So far so good.

Master Chassis tech, Transmission
Automatic and Manuel and Suspensions.
Also repair front and rear diffs and all engine
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09-25-2011, 12:44 AM



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50

out of 100
About our Road Test

Dodge



Caliber



\$0



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30 miles



Enter a VIN

Select Make



Select All



CONSUMER GUIDE® ESTIMATED REPAIR COSTS

This table lists costs of likely repairs for comparison with other vehicles. The dollar amount includes the cost of the part(s) and labor (based on \$50 per hour) for the typical repair without extras or add-ons. Like the pricing information, replacement costs can vary widely depending on region. Expect charges at a new-car dealership to be slightly higher.

Item Name	Repair Cost
A/C Compressor	\$770
Alternator	\$940
Automatic Transmission or Transaxle	\$2,600
Brakes	\$700
Clutch, Pressure Plate, Bearing	\$1,250
Constant Velocity Joints	\$1,240
Exhaust System	\$840
Radiator	\$1,250
Shocks and/or Struts	\$1,100
Timing Chain or Belt	\$770

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adjustment), fold-flat front passenger seat, a reclining rear seatback and a removable cargo area flashlight.

The top-of-the-line SXT Plus adds 18-inch alloy wheels and performance tires, a sport-tuned suspension, four-wheel disc brakes and sportier trim details inside and out, including upgraded cloth upholstery. The SXT Plus can be equipped with a nine-speaker Boston Acoustics premium sound system that brings with it a leather-wrapped steering wheel with audio controls.

The SXT and SXT Plus are eligible for a number of options. The Driver Convenience group (SXT/SXT Plus only) includes heated front seats, a compass and a tire-pressure-monitoring message display. The Security group adds antilock brakes, an engine oil cooler, trailer-towing wiring harness, an alarm, a remote ignition (CVT-equipped models only), front-seat side airbags and hill start assist (manual transmission models only). Other options include a touchscreen sound system interface, a navigation system and a sunroof.

Powertrains and Performance

The front-wheel-drive 2012 Dodge Caliber is powered by a 2.0-liter four-cylinder engine that puts out 159 horsepower and 141 pound-feet of torque. A five-speed manual transmission is standard on the SE and SXT Plus. A continuously variable automatic transmission (CVT) is optional on those trims and standard on the SXT.

Fuel economy is decent across the board, though mileage isn't quite as good as you might expect with the CVT. The 2.0-liter engine returns EPA estimates of 24 mpg city/32 mpg highway and 27 mpg combined with the manual transmission, and 23/27/24 mpg with the CVT.

Safety

Standard safety features for the 2012 Dodge Caliber include a driver-side knee airbag, side curtain airbags, active front head restraints and antilock brakes (front discs/rear drums on the SE and SXT; four-wheel discs for the SXT Plus and the SXT with Security Group). Stability control isn't even offered on the SE, but it's standard on the SXT and SXT Plus. Front-seat side airbags are only available as an option on the SXT and SXT Plus as part of the Security group.

In government crash tests, a Caliber with front side airbags earned an overall rating of just three stars (out of five), including four stars for overall frontal protection and three stars for overall side protection. Results were mixed in Insurance Institute for Highway Safety tests, with a top "Good" rating in the frontal-offset crash test, a next-to-lowest "Marginal" rating in the side-impact test and a second-best "Acceptable" rating in the roof-strength test.

Interior Design and Special Features

Despite a makeover two years ago that added some soft-touch materials in key areas, the Caliber's interior is still made up of large swaths of hard plastic that's subpar for even this segment of inexpensive compacts. Head- and legroom are fine up front, but the high, SUV-style seating position feels somewhat unnatural to us in a small car. The reclining rear seatbacks on the top two trim levels are a definite plus. At the same time, rear seat utility is compromised by cupholders that jut rearward from the center console between the front seats and make the center seating position in the rear virtually useless.

The layout of the driving controls and gauges is good. Practical features like the convenient beverage cooler built into the glovebox and the handy rechargeable flashlight in the cargo area are nice touches not available elsewhere.

Cargo room is decent enough, with 18.4 cubic feet of space behind the rear seats. Fold those seatbacks down and cargo capacity grows to 47.4 cubic feet. This is pretty good, but other hatchbacks hold much more, especially the cavernous Honda Fit.

Driving Impressions

The 2012 Dodge Caliber is better to use than to drive. The 2.0-liter four-cylinder under the hood produces decent horsepower, but acceleration is leisurely at best, while the CVT dulls the response from the powertrain even further and produces a droning engine note during acceleration. The suspension action feels a bit harsh and there's more body motion than we would prefer. It all adds to an overall impression that the car lacks the kind of refinement it should have, even in this segment where a low price is a key attribute.

SXT PlusMSRP from **\$18,730**

\$148 per month*

- 2.0L 4-cyl. engine
- Manual transmission
- Up to 24 city/32 hwy mpg
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- Satellite radio
- Stability Control
- Traction Control
- Bluetooth (Optional)
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Explanation

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- Bluetooth (Optional)
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Published: 11/17/2011

What's New for 2012

The 2012 Dodge Caliber returns with a simplified model lineup and a continuously variable automatic transmission (CVT) that's been recalibrated for better performance and quieter operation.

Introduction

The 2012 Dodge Caliber starts with a unique proposition, which is that a small sedan can be more like a practical utility vehicle and less like a bland transportation module. It's a good idea, but the Caliber doesn't execute the concept well enough to match up against the competition in this crowded segment of small cars.

On paper, this compact four-door hatchback gets all the basics right, with a reasonably fuel-efficient four-cylinder engine and a practical interior filled with a nice array of standard features. The problem is, the Caliber feels lackluster on the road. This is less a matter of sportiness — nothing says a small car must be sporty — but instead, a general lack of refinement to the mechanical package.

The passenger cabin is another letdown. This is a practical hatchback configuration, and the combination of split-folding rear seats and easily accessible cargo space is a real asset in a small car, plus there are clever details like a built-in beverage cooler and available speakers that flip down from an opened tailgate to provide a soundtrack to picnics or sporting events. Unfortunately, the fit and finish of the interior still seems like a step behind the competition, even though improvements have been made since this model's introduction.

Overall, we think there are many cars in this category that offer more in terms of function, performance and quality. Notable among these are the [Chevy Sonic](#), Ford Fiesta and Honda Fit, or more similar sized hatchbacks like the [Ford Focus](#), Mazda 3 and [Volkswagen Golf](#). You can do better than the 2012 Dodge Caliber.

Body Styles, Trim Levels, and Options

The 2012 Dodge Caliber is a compact four-door hatchback that's offered in three trim levels: SE, SXT and SXT Plus.

The entry-level SE's standard features list includes 15-inch steel wheels, heated mirrors, air-conditioning, cloth upholstery, 60/40-split-folding rear seats, full power accessories, keyless entry, cruise control, a tilt-only steering wheel, an auto-dimming rearview mirror, a tilt-only steering wheel, a rear cargo area cover, Bluetooth phone connectivity and a four-speaker sound system with a CD player, satellite radio, an auxiliary audio jack and an iPod/USB audio interface.

Step up to the SXT and you get 17-inch alloy wheels (optional on SE), a firmer suspension, foglights, a chrome grille and body-color outside mirrors, a four-way power driver seat (manual height

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2009 Dodge Caliber L4-2.0L

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Recall - PCM Replacement/Software Update

November 2008

Dealer Service Instructions for:

Safety Recall H33
Powertrain Control Module

Models

2009 (PM) Dodge Caliber

(MK) Jeep(R) Compass and Patriot

(JS) Chrysler Sebring and Dodge Avenger

(JC) Dodge Journey

NOTE : This recall applies only to the above vehicles built from July 10, 2008 through August 26, 2008 (MDH 071011 through 082606).

IMPORTANT : Some of the involved vehicles may be in dealer new vehicle inventory. Federal law requires you to complete this recall service on these vehicles before retail delivery. Dealers should also consider this requirement to apply to used vehicle inventory and should perform this recall on vehicles in for service. Involved vehicles can be determined by using the VIP inquiry process.

Subject

The Powertrain Control Module (PCM) on about 680 of the above vehicles may have been manufactured with an adhesive that could cause the printed circuit board to break. This can cause the engine to stall and result in a crash without warning.

Repair

The PCM must be replaced and the correct software programmed into the new module.

Select Vehicle | New TSBs | Technician's Reference | Component Search:

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2009 Dodge Caliber L4-2.0L

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[Recall 08V528000: PCM Replacement](#)

Recall 08V528000: PCM Replacement

VEHICLE MAKE/MODEL: MODEL YEAR(S):

Chrysler/Sebring 2009

Dodge/Avenger 2009

Dodge/Caliber 2009

Dodge/Journey 2009

Jeep/Compass 2009

Jeep/Patriot 2009

MANUFACTURER: Chrysler LLC

MFR'S REPORT DATE: October 07, 2008

NHTSA CAMPAIGN ID NUMBER: 08V528000

NHTSA ACTION NUMBER: N/A

COMPONENT: Power Train: Automatic Transmission: Control module (TCM, PCM)

POTENTIAL NUMBER OF UNITS AFFECTED: 712

SUMMARY:

Chrysler is recalling 712 M/Y 2009 Sebring, Dodge Caliber, Avenger, Journey, Jeep Patriot, and Compass vehicles. A new adhesive used in the Power Train Control Module (PCM) manufacturing process can cause the printed circuit board to break.

CONSEQUENCE:

This can cause the engine to stall and cause a crash without warning.

REMEDY:

To use this system, click on the "Service" tab and then click on "Global Recall System." Your dealer's VIN list for each recall displayed can be sorted by: those vehicles that were unsold at recall launch, those with a phone number, city, zip code, or VIN sequence.

Dealers must perform this repair on all unsold vehicles before retail delivery. Dealers should also use the VIN list to follow up with all owners to schedule appointments for this repair.

Recall VIN lists may contain confidential, restricted owner name and address information that was obtained from the Department of Motor Vehicles of various states. Use of this information is permitted for this recall only and is strictly prohibited from all other use.

Additional Information

If you have any questions or need assistance in completing this action, please contact your Service and Parts District Manager.

Customer Services Field Operations
Chrysler

	<u>Labor Operation Number</u>	<u>Time Allowance</u>
Replace PCM module and program new module (PM/MK Models)	08-H3-31-82	0.7 hours
Replace PCM module and program new module (JC/JS Models)	08-H3-31-83	0.8 hours
<u>Related Operation</u>		
Vehicles equipped with Continuously Variable Transaxle (CVT)	08-H3-31-50	0.1 hours
Add the cost of the recall parts package plus applicable dealer allowance to your claim.		
NOTE: See the Warranty Administration Manual, Recall Claim Processing Section, for complete recall claim processing instructions.		

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Use the labor operation number and time allowance shown.

Dealer Notification

To view this notification on DealerCONNECT, select "Global Recall System" on the Service tab, then click on the description of this notification

Owner Notification and Service Scheduling

All involved vehicle owners known to Chrysler are being notified of the service requirement by first class mail. They are requested to schedule appointments for this service with their dealers. A generic copy of the owner letter is included.

Enclosed with each owner letter is an Owner Notification postcard to allow owners to update our records if applicable.

Dealers are encouraged to consider alternative scheduling and servicing approaches for this recall. This repair does not require hoists or other full service facility special equipment and is a Chrysler Mobile Service approved repair.

Vehicle Lists, Global Recall System, VIP and Dealer Follow Up

All involved vehicles have been entered into the DealerCONNECT Global Recall System (GRS) and Vehicle Information Plus (VIP) for dealer inquiry as needed.

GRS provides involved dealers with an updated VIN list of their incomplete vehicles. The owner's name, address and phone number are listed if known. Completed vehicles are removed from GRS within several days of repair claim submission.

<u>Part Number</u>	<u>Description</u>
CBA0H331	Module, Powertrain Control (with manual or CVT transaxle)
CBA0H332	Module, Powertrain Control (with 4 speed automatic transaxle)
<u>Each dealer</u> to whom vehicles in the recall were assigned will receive enough Powertrain Control Modules to service about <u>20%</u> of those vehicles.	

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Parts Information

Special Tools

➤ CH9401*	StarSCAN Tool
➤ CH9404D*	StarSCAN Vehicle Cable
➤ CH9409*	StarSCAN Documentation Kit
➤ CH9410*	StarSCAN Ethernet Cable 12 ft.
➤ CH9412*	StarSCAN Software Update Device Kit
➤ CH9801	StarMOBILE Tool
➤ CH9804	StarMOBILE Vehicle Cable
➤ NPN	TechCONNECT PC
➤ NPN	StarSCAN/StarMOBILE Software Update CD
* Part of CH9400 kit.	

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These special tools are required to perform this repair:

Completion Reporting and Reimbursement

Claims for vehicles that have been serviced must be submitted on the DealerCONNECT Claim Entry Screen located on the Service tab. Claims submitted will be used by Chrysler to record recall service completions and provide dealer payments.

4. CHECK THE WIRING AND CONNECTORS

1. The conditions necessary to set this DTC are not present at this time.
2. Using the schematics as a guide, inspect the wiring and connectors specific to this circuit.
3. Wiggle the wires while checking for shorted and open circuits.

Were there any problems found?

Yes

- Repair as necessary.
- Perform CVT TRANSMISSION VERIFICATION TEST. See: Verification Tests\Transmission Verification Test

No

- Test Complete.

Yes

- Refer to DTC Based Diagnostics and perform the appropriate diagnostic procedure. If speed sensor DTCs are present, perform their respective tests first.

No

- Go To 2

2. CHECK FOR ENGINE DTCS

1. With the scan tool, check for engine DTCs.

Are there any engine DTCs present?

Yes

- Refer to DTC Based Diagnostics and perform the appropriate diagnostic procedure.
- Perform CVT TRANSMISSION VERIFICATION TEST. [See: Verification Tests\Transmission Verification Test](#)

No

- Go To 3

3. CHECK IF DTC RESETS

1. With the scan tool erase transmission DTCs.
2. Test drive the vehicle and try to duplicate the setting conditions.

Pick the answer that best describes your findings:

DTC resets with a speed sensor DTC

- Refer to DTC Based Diagnostics and perform the appropriate diagnostic procedure.

DTC resets without a speed sensor DTC

- Replace or repair the CV Transmission as necessary.
- Perform CVT TRANSMISSION VERIFICATION TEST. [See: Verification Tests\Transmission Verification Test](#)

No

- Go To 4

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TECH AUTO SVC00003Select Vehicle | New TSBs | Technician's Reference | Component Search: [Conversion Calculator](#)

2009 Dodge Caliber L4-2.0L

Vehicle Level → [A L L Diagnostic Trouble Codes \(DTC \)](#) → [Testing and Inspection](#) → [P Code Charts](#)
P0218**P0218****P0218-HIGH TEMPERATURE OPERATION ACTIVATED**

For a complete wiring diagram refer to the **Wiring Information**. [See:](#)
[Diagrams\Electrical](#)

Theory of Operation

This DTC will set to indicate an overheating transmission or engine cooling system. Extended transmission operation above 115°C (240°F) will reduce the durability of the transmission and should be avoided. Correcting the cooling system operation or installing an additional transmission oil cooler will improve transmission durability, especially under extreme conditions such as city/construction stop and go traffic, trailer towing, aggressive driving in low gear, or operation in mountainous areas.

- **When Monitored:** With the engine running.
- **Set Condition:** The transmission overheat shift schedule is activated when the transmission oil temperature reaches 115°C (240°F).

Possible Causes
DTC ACTIVE IN TRANSMISSION CONTROL MODULE
TRANSMISSION OVERHEATING
ENGINE OVERHEATING
HIGH TEMPERATURE OPERATIONS ACTIVATED

[Zoom](#)[Sized for Print](#)

Always perform the Pre-Diagnostic Troubleshooting procedure before proceeding. [See: Powertrain Management\Computers and Control Systems\Testing and Inspection\Initial Inspection and Diagnostic Overview\Pre-Diagnostic Troubleshooting Procedure](#)

1. DTC ACTIVE IN TRANSMISSION CONTROL MODULE

1. This is an informational DTC that indicates that the transmission has been operating in the "Overheat" shift schedule.
2. With the scan tool, select View DTCs in the Transmission Control Module.

Are any DTCs set in the Transmission Control Module?

Yes

- Refer to the Service Information for the related diagnostic or repair procedures.
- Perform the PCM Verification Test [See: Verification Tests\PCM Verification Test.](#)

No

- Go to 2

2. TRANSMISSION OVERHEATING

1. With the scan tool, review the Freeze Frame information to help identify the conditions in which the DTC was set.
2. Attempt to drive the vehicle under the conditions in which the DTC was set.
3. Transmission overheating may indicate the need for an additional transmission oil cooler.
4. Check the transmission oil cooler flow.
5. Check for any Technical Service Bulletins that may apply.

Were any problems found?

Yes

- Repair as necessary. If the transmission oil cooler is plugged, repair the cause of the plugged oil cooler
- Perform the PCM Verification Test [See: Verification Tests\PCM Verification Test.](#)

No

- Go to 3

3. ENGINE OVERHEATING

1. Check the engine cooling system operation.

Were any problems found?

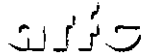
Yes

- Repair as necessary.
- Perform the PCM Verification Test [See: Verification Tests\PCM Verification Test.](#)

No

- Refer to the *CHECKING FOR AN INTERMITTENT DTC Diagnostic Procedure. [See: Powertrain Management\Computers and Control Systems\Testing and](#)

Inspection\Initial Inspection and Diagnostic Overview\Checking for an Intermittent DTC



2009 DODGE CALIBER Recall - Campaign #08V528000

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2009 DODGE CALIBER RECALL - #08V528000**RECALL FOR POWER TRAIN : AUTOMATIC TRANSMISSION : CONTROL MODULE (TCM, PCM)**

CHRYSLER IS RECALLING 712 MY 2009 SEBRING, DODGE CALIBER, AVENGER, JOURNEY, JEEP PATRIOT, AND COMPASS VEHICLES. A NEW ADHESIVE USED IN THE POWER TRAIN CONTROL MODULE (PCM) MANUFACTURING PROCESS CAN CAUSE THE PRINTED CIRCUIT BOARD TO BREAK.

Information provided by the [National Highway Traffic Safety Administration](#).[View all complaints filed for the 2009 DODGE CALIBER](#)**Dodge Caliber Reviews**

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[Send to a friend](#)[Hide Form](#)**Recall Details**

Vehicle	2009 <u>DODGE CALIBER</u>
Manufacturer	<u>CHRYSLER LLC</u>
Manufactured between	7/10/2008 - 8/26/2008
Recalled on	10/9/2008
Influenced by	CHRYSLER LLC
Owners Notified on	11/10/2008
# Affected	712
Recalled for	POWER TRAIN:AUTOMATIC TRANSMISSION:CONTROL MODULE (TCM, PCM)
Description	CHRYSLER IS RECALLING 712 MY 2009 SEBRING, <u>DODGE CALIBER</u> , AVENGER, JOURNEY, JEEP PATRIOT, AND COMPASS VEHICLES. A NEW ADHESIVE USED IN THE POWER TRAIN CONTROL MODULE (PCM) MANUFACTURING PROCESS CAN CAUSE THE PRINTED CIRCUIT BOARD TO BREAK.
Consequences	THIS CAN CAUSE THE ENGINE TO STALL AND CAUSE A CRASH WITHOUT WARNING.
Corrective action	DEALERS WILL REPLACE THE PCM FREE OF CHARGE. THE RECALL BEGAN ON NOVEMBER 10, 2008. OWNERS MAY CONTACT CHRYSLER AT 1-800-853-1403.
Notes	CHRYSLER RECALL NO. H33.CUSTOMERS MAY ALSO CONTACT THE NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION'S VEHICLE SAFETY HOTLINE AT 1-888-327-4238 (TTY 1-800-424-9153), OR GO TO HTTP://WWW.SAFERCAR.GOV .
See also	
Technical Service Bulletins	<p>Jan 13, 2010 - 022000 SUSPENSION:REAR CHRYSLER/JEEP: REAR STABILIZER BAR END LINK NUT TORQUE. VEHICLES WERE SHIPPED WITH REAR STABILIZER BAR END LINK NUTS INCORRECTLY TORQUES. *PE</p> <p>May 29, 2009 - 114000 ELECTRICAL SYSTEM:WIRING CHRYSLER: WIRE HARNESS TIE STRAP NOT SECURED. THE STRAP PROVIDES STRAIN RELIEF FOR THE</p>

HARNESS CONNECTORS. *PE

May 14, 2009 - 355100 EQUIPMENT:OTHER:LABELS

DODGE: CALIBER SRT4 HAS AN INCORRECT VEHICLE EMISSION CONTROL INFORMATION (VECI) LABEL THAT WAS INADVERTENTLY INSTALLED. CSC LETTER WAS RECEIVED. *PE

Dec 22, 2008 - 021530 SUSPENSION:FRONT:CONTROL ARM:LOWER ARM

CHRYSLER: LOWER CONTROL ARM TO CROSSMEMBER MOUNTING BOLTS. VEHICLES WERE SHIPPED WITH FRONT LOWER CONTROL ARM TO CROSSMEMBER MOUNTING BOLTS THAT MAY NOT BE TIGHTENED TO SPECIFICATION. *PE

[View All DODGE CALIBER RECALLS](#)

[View All 2009 DODGE CALIBER PROBLEMS](#)

Do you drive a 2009 DODGE CALIBER?

Comments

Just because a car has been recalled does not mean it is not a reliable car. Millions of cars get recalled every year. Recalls often involve problems that are rare but could cause a serious problem if they occur. So the risk to any given driver is often remote, even though there may be a few high-profile incidents traced to the problem.

Tell us what you think.

Your Name:

Your Comment:

Græc.

ntenarsl

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Dodge Caliber Transmission Problems

144 messages, Last post on May 10, 2012 at 11:23 AM

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#135 of 144 **BELT CVT vs TOROIDAL CVT** by [experter](#)

Aug 29, 2011 (1:16 am)

Replying to: [tommytwotone34](#) (Jun 08, 2011 10:12 am)

Let me make it clear: Nothing is wrong with Jatco CVT's. I had Nissan Murano 2003, 2004, (both over 100k miles, towing, snow, hills, off-road etc) and now have 2009. ALL OF THEM WITH JATCO JF010E TOROIDAL CVT, NO BELT THERE.

AWD (!) SUV's like JEEP, Caliber, SATURN VUE are all junk because they use budget light duty BELT-driven CVT, even if it is the same JATCO.

How in the world would you explain why SUV comes with light duty belt driven transmissi??? TD CUT THE COST.

Most SATURN VUE 2002-2004 with their belt CVT had tranny down before 100k miles. GM dropped CVT in 2004. I am afraid the same will be with JEEP and Caliber. It is a question of time, IMHO.

#136 of 144 **Thank You for your help, im not the only one!!** by [lianag](#)

Sep 26, 2011 (7:52 am)

I have had my car into the dealer several times over the past year for my eletric throttle light coming on, hesitation at acceleration, failing alternator tests etc. So this last time I took it in, they cleaned my battery and said the hesitation was caused by corrosion. Ha!! Last weekend I hit the acceleration and I got nothing but puttering, speed wouldn't top over 10MPH but RPMs were flying. Shut off car, wouldn't start, wouldn't turn over...I had power elsewhere BUT not at start. Three times I tried and finally it kicked in and started, drove for a bit and then again...same problem. Took it to a local shop, he was "lost" had NO idea what was wrong but said transmission...hahhaa the kicker, I flipped it 102K miles right now which means no warranty...thanks Dodge I will NEVER BUY ANOTHER DODGE EVER!! See what happens with governmental bailouts, quality takes a backseat!!



Replies to this message:

- [janeadams](#) (Oct 07, 2011 1:21 pm)

#137 of 144 **Re: Dodge Caliber Transmission** by [janeadams](#)

Oct 07, 2011 (1:21 pm)

Replying to: [lianag](#) (Sep 26, 2011 7:52 am)

My 2007 Caliber was making a subtle "tinging" noise when I accelerated. I took it to a mechanic who said the transmission needs replacing.

The dealer agreed and said it's 100% covered by my warranty. However, they would not provide a loaner vehicle. I called Chrysler's customer service (800) 992-1997 and before the day was over they'd called the dealer and instructed them to give me a loaner and Chrysler would cover the cost for

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10 days up to \$35/day.

They were so helpful and even gave me a "case manager," which made me wonder: How widespread is the problem with the Caliber transmissions?



#138 of 144 **Messed up Caliber** by [dodgehater](#)

Nov 09, 2011 (2:34 pm)

I bought my 07 Dodge Caliber about a year ago, with about 60k miles on it. About 7-8 months later I took it to Perry Ford, where I had bought my car, they told me there is nothing wrong with it, about a couple of weeks later had called Perry Ford and they told me there is nothing wrong with the car, I did it a total of four times, until today I went back and they told me to take it to the Dodge dealer, so I did. I talked with the service guy and he told me that the thing with CVT transmissions is that we would have to get a new one all together so, mostly all places won't work on them. It happen too often to be just a tune-up, when I sit at a long red light the car will hesitate, or my RPM will drop, sometimes the transmission will slip. So hopefully they replace it and I can get my money worth.



#139 of 144 **2007 SXT transmission** by [inkvisitor](#)

Nov 15, 2011 (10:34 am)

Hi all -

I have an 07 (bought just BEFORE the powertrain warranty was offered - UGH) and it has about 55,000 miles. It was making the winding/warbling noise when accelerating/decelerating and then wouldn't turn over one morning. Towed it to the dealership since it was easy and they recommended a transmission replacement even though they couldn't for sure say that's what caused the problem. It also magically was starting again.

I took it to a local transmission shop and they're doing the RDI right now after they observed it slipping - I'll update when I hear the news..



Replies to this message:

- [inkvisitor \(Nov 16, 2011 12:13 pm\)](#)
- [inkvisitor \(Nov 30, 2011 8:18 am\)](#)

#140 of 144 **Re: 2007 SXT transmission** [[inkvisitor](#)] by [inkvisitor](#)

Nov 16, 2011 (12:13 pm)

Replying to: [inkvisitor \(Nov 15, 2011 10:34 am\)](#)

Just got the call - according to this place the replacement parts needed are the primary pulley (slider), belt, torque converter, and overhaul package totaling \$4200 for new parts and almost \$3500 for rebuilt.

The dealership I originally took it to quoted about \$4000 for putting in a new transmission.

I'm just waiting now because I need to find another option (besides pushing it off a cliff...).



Replies to this message:

- [inkvisitor \(Nov 30, 2011 8:18 am\)](#)

#141 of 144 **Re: Dodge CVT transmissions** [[simplysusan](#)] by [cjblobaby](#)

Nov 21, 2011 (2:03 pm)

Replying to: [simplysusan \(Jul 22, 2011 6:13 pm\)](#)

i personally hate these new transmissions. i was driving the nissan versa for a bit, it was so much better on gas than my caliber, but the transmission drove me insane. the caliber has one too but its not as obnoxiously annoying as the nissan was. my 2011 caliber heat has crappy gas milage as well. honestly, if it wasnt for how the car feels to drive and how much i love how it looks, i wouldnt have bought it because its a dang gas hog.



Dodge Caliber

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#142 of 144 Re: 2007 SXT transmission [inkvisitor] by

inkvisitor

Nov 30, 2011 (8:18 am)

Replying to: [inkvisitor \(Nov 16, 2011 12:13 pm\)](#)

Final outcome - over \$3k later I got it back and sold it immediately. At least it's out of my life now!



#143 of 144 caliber whining noise in engine during acceleration by [logansrun129](#)

May 10, 2012 (5:07 am)

Im new to forum but need advice. I have dodge caliber 115000 miles making a whining noise in engine when I accelerate starts at 25 mph only happens in gear. Not in park or neutral have heard possible cvt or some kind of bearing in cvt. Im getting nervous any ideas does get louder as I accelerate but soon as I let off gas no matter the speed noise dies down.

Please Help



Replies to this message:

- [gizm0man \(May 10, 2012 11:23 am\)](#)

#144 of 144 Re: caliber whining noise in engine during acceleration [logansrun129] by [gizm0man](#)

May 10, 2012 (11:23 am)

Replying to: [logansrun129 \(May 10, 2012 5:07 am\)](#)

Sounds like the cvt. Mine made a similar sound at 50k miles. Luckily I had an extended warranty. Still they could only find a used transmission.

Good lucxk.



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Maintenance

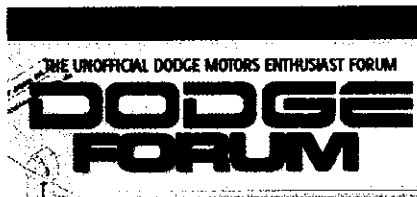
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New Reply

09-14-2011, 10:33 AM

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#1

A&PRALPH

Registered User

[Garage is empty, add now](#)Join Date: Sep 2011
Posts: 3 **HELP!!! 2009 CVT Tranny from hell**

Hi guys new to the site, this place is awesome glad to be a part of it.

My friend has a 09 Caliber SXT 68,000 miles, which keeps going into limp mode and giving him a warning high temp light. The dealer has told him that \$ 475 they service the tranny and it might help but not to count on it because it may be shot ☹. I was so upset I told him I look at it, I ran my scan tool and no codes showed for powertrain and it is registering temp to tranny module. Ohm out every wire to the trans. and control module wires are good, I pulled out the cooler which is the cylinder looking thing under the battery where all the hoses attach (PART# 68025160AA) cleaned and pressure tested and its ok no clogs, tested the condenser cooler also good no clogs, I borescope the tranny everything is good. There are no shavings or parts in the pan. However when cleaning the inside of the tranny I found a small paper fiber filter in there. I pulled it and it look beat up and plugged I can barley blow through it. I called every where and no one sells it, infact Dodge dont even give it a part number. The cooler doesn't bring it either, they guy at the dealer nearly called me a liar he couldnt belive it had to email him a pic. Please anyone can help with this I would appreciate it, Im a aviation tech and ASE mech, my experience is telling me this filter is due for replacement because it is the cause of the restriction. I also noticed the tranny fluid foams like soap so any pressure will cause foam expansion which is BAD tranny can't pump foam ☹.

I don't dare to use any solvent to clean it because I cant even ID the material that its made

of. Talking with the dealer is I have no idea what to do since I can't find this part to have the vehicle restored to manuf specs. Anyone can help I would appreciate it. Ralph

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09-14-2011, 01:00 PM

#2

steak59 

All Star

[Garage is empty, add now](#)Join Date: Dec 2010
Posts: 930

L

That's the filter for the Auxiliary cooler. I've tried to look into the [dodge](#) parts catalog but found nothing on it. But service info wants it to be replaced when replacing the cooler. I believe that filter comes with the auxiliary cooler. But not sure...
 Might have to ask ur dealer to call mopar parts corporate to see if it can be bought separately.

quote

09-14-2011, 06:52 PM

#3

**master tech** 

Site Moderator

Dodge Forum Moderator

[Garage is empty, add now](#)Join Date: Apr 2007
Vehicle: Mits P/U, Dodge avenger(1996)
Location: San Bruno ,Ca
Posts: 7,767

L

I'm dealing with right now with the same code. When I am done with it I'll let you know. Do you know if the [car](#) is still covered under warranty?

Master Chassis tech, Transmission
 Automatic and Manual and Suspensions.
 Also repair front and rear diffs and all engine
 repairs inc Diesel. A/C repair too.

quote

09-14-2011, 11:12 PM

#4

A&PRALPH 

Registered User

[Garage is empty, add now](#)Join Date: Sep 2011
Posts: 3

I sure the [vehicle](#) is not under warranty, I tried contacting Jatco today and the supervisor I spoke with is in shock that Dodge keeps this part a mistery and does not list it as a part number.

quote

09-17-2011, 08:08 PM

#5

**master tech** 

Site Moderator

Dodge Forum Moderator

[Garage is empty, add now](#)Join Date: Apr 2007
Vehicle: Mits P/U, Dodge avenger(1996)
Location: San Bruno ,Ca
Posts: 7,767

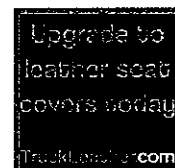
L

Here is some information. I just replace the front a/c -transmission cooler as per [chrysler](#). So you may need to have chrysler to get involved with this problem.

Symptom/Vehicle Issue: Additional diagnostics for DTC P0218

Discussion:

Friction is the primary source of heat generation in all transmission systems. In a conventional step ratio transmission, the greatest amount of friction and heat generation is found in the [torque](#) converter during partial lock and unlocked operation. The CVT spends no time in either of these mode when above 8-18mph, so its primary friction source is the pump, whose pressure is determined by the PCM calculated load factor. The higher the reported load factor from the engine controller, the higher the pressures need to be to clamp the belt tighter avoiding slippage. A low battery or improperly initialized TCM will cause excessive pressures. Problems often develop if the PCM misreports this load factor, so it is imperative that the catalytic converter is checked for excessive backpressure, the map/baro readings are correct, and cam timing and phasing are correct. Excessive drag in the driveline should be avoided as well, such problems as mismatched tire diameters due to wear or size differences in [AWD](#) systems, low tire pressures, or alignment out of specifications.
 Heat rejection is via a standard cooler system. This system can be compromised if the fluid begins to



foam or aerate due to age, or improper fluid level. As the fluid ages it will show no visible sign of degradation, but will lose its anti-foaming capability, and as such, it is scheduled for replacement at approximately 60,000 miles. Operating in steep grades or hard turns may experience a benefit to keeping the fluid level to the bottom of the specification.

P0218

How long a drive
does it take to set
code?

Drive to set code

Is trans temp close

to 240 with infrared

temp gun

Short drive Long drive

No

Inspect temp sensor

wiring at 22way

trans connector, if

good, replace TCM

connector C2

Verify fluid level with

chart and scan tool. Check

the 22way trans connector

for acid damage or spread

terminals.

Install a test TCM,

Initialize and retest. If

repaired, install original

TCM, reinitialize and

verify problem returns

before condemning the

TCM Simply

disconnecting and

reconnecting the

connectors repair many

TCM concerns.

Yes

Contact Not repaired.

STAR

Does fluid have

over 50k miles,

or is it

discolored?

Drain as much trans fluid as

practical and refill/retest.

Yes

Verify fluid level with

chart and scan tool.

Visually inspect all

cooler lines for kinks and

check cooler for proper

airflow.

No

Measure exhaust backpressure

with pep module. Is pressure

less then 2psi under load?

Check catalytic

converter, repair

restricted exhaust.

No

Yes

1. Clean battery cables and load test battery.

2. Check the 22way transmission connector for acid damage or spread terminals.

3. Monitor primary pressure on level ground and constant speed, reinitialize TCM-pause and remove key when

scan tool states

to cycle key to off position. Retest and see if pressures lowered.

4. Verify proper barometric pressure reading; ensure it does not change radically during test drive. Monitor

engine vacuum

and camshaft phasing operation.

5. Install a test TCM, Initialize and retest. If repaired, install original TCM, reinitialize and verify problem returns

before

condemning the TCM. Simply disconnecting and reconnecting the connectors repair many TCM concerns.

6. For AWD vehicles, verify all four tires have identical rolling diameters.

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09-18-2011, 10:26 PM

#6

A&PRALPH

Registered User

Join Date: Sep 2011
Posts: 3

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 Nice write up!

Thanx a ton this is excellent write up I will get to work n it let you know the results.

[quote](#)

 09-25-2011, 12:44 AM

#2



master tech 
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Join Date: Apr 2007
 Vehicle: Mits P/U , Dodge avenger(1996) .
 Location: San Bruno ,Ca
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I replace the front transmission cooler to a larger one and the a/c condensor too. This was done as per star (chrysler). So far so good.

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 09-25-2011, 12:44 AM

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2009 Dodge Caliber L4-2.0L

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P0219

P0219

P0219-ENGINE OVERSPEED

For a complete wiring diagram, refer to the **Wiring Information**. See:
[Diagrams\Electrical](#)

Theory of Operation

The Transmission Control Module (TCM) receives a engine rpm over the CAN bus. If the engine rpm exceeds a predetermined value a DTC will set.

- **When Monitored:** Ignition on, engine running with the transmission in a valid forward gear.

No active CAN Bus DTCs present.

- **Set Condition:** Monitored engine speed over the CAN Bus is greater than 6800 rpm for the period of 100 msec.

Possible Causes
ENGINE MECHANICAL PROBLEM
TRANSMISSION MECHANICAL PROBLEM
POWERTRAIN CONTROL MODULE
TRANSMISSION CONTROL MODULE

[Zoom](#)[Sized for Print](#)

Always perform the CVT Pre-Diagnostic Troubleshooting procedure before proceeding. See: [Powertrain Management\Transmission Control Systems\Testing and Inspection](#)

1. CHECK FOR OTHER TRANSMISSION DTCS

1. With the scan tool, check for other transmission DTCS.

Are there any TCC, gear ratio and/or speed sensor DTCs present in addition to P0219?

Dealers will replace the PCM free of charge. The recall is expected to begin during October 2008. Owners may contact Chrysler at 1-800-853-1403.

NOTES:

Chrysler recall No. H33. Customers may also contact The National Highway Traffic Safety Administration's Vehicle Safety Hotline at 1-888-327-4236 (TTY 1-800-424-9153), or go to <http://www.safercar.gov>.

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Dodge



Caliber



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Item Name	Repair Cost
A/C Compressor	\$770
Alternator	\$940
Automatic Transmission or Transaxle	\$2,600
Brakes	\$700
Clutch, Pressure Plate, Bearing	\$1,250
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Exhaust System	\$840
Radiator	\$1,250
Shocks and/or Struts	\$1,100
Timing Chain or Belt	\$770

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Published: 11/17/2011

What's New for 2012

The 2012 Dodge Caliber returns with a simplified model lineup and a continuously variable automatic transmission (CVT) that's been recalibrated for better performance and quieter operation.

Introduction

The 2012 Dodge Caliber starts with a unique proposition, which is that a small sedan can be more like a practical utility vehicle and less like a bland transportation module. It's a good idea, but the Caliber doesn't execute the concept well enough to match up against the competition in this crowded segment of small cars.

On paper, this compact four-door hatchback gets all the basics right, with a reasonably fuel-efficient four-cylinder engine and a practical interior filled with a nice array of standard features. The problem is, the Caliber feels lackluster on the road. This is less a matter of sportiness -- nothing says a small car must be sporty -- but instead, a general lack of refinement to the mechanical package.

The passenger cabin is another letdown. This is a practical hatchback configuration, and the combination of split-folding rear seats and easily accessible cargo space is a real asset in a small car, plus there are clever details like a built-in beverage cooler and available speakers that flip down from an opened tailgate to provide a soundtrack to picnics or sporting events. Unfortunately, the fit and finish of the interior still seems like a step behind the competition, even though improvements have been made since this model's introduction.

Overall, we think there are many cars in this category that offer more in terms of function, performance and quality. Notable among these are the [Chevy Sonic](#), Ford Fiesta and Honda Fit, or more similar sized hatchbacks like the [Ford Focus](#), Mazda 3 and [Volkswagen Golf](#). You can do better than the 2012 Dodge Caliber.

Body Styles, Trim Levels, and Options

The 2012 Dodge Caliber is a compact four-door hatchback that's offered in three trim levels: SE, SXT and SXT Plus.

The entry-level SE's standard features list includes 15-inch steel wheels, heated mirrors, air-conditioning, cloth upholstery, 60/40-split-folding rear seats, full power accessories, keyless entry, cruise control, a tilt-only steering wheel, an auto-dimming rearview mirror, a tilt-only steering wheel, a rear cargo area cover, Bluetooth phone connectivity and a four-speaker sound system with a CD player, satellite radio, an auxiliary audio jack and an iPod/USB audio interface.

Step up to the SXT and you get 17-inch alloy wheels (optional on SE), a firmer suspension, foglights, a chrome grille and body-color outside mirrors, a four-way power driver seat (manual height

adjustment), fold-flat front passenger seat, a reclining rear seatback and a removable cargo area flashlight.

The top-of-the-line SXT Plus adds 18-inch alloy wheels and performance tires, a sport-tuned suspension, four-wheel disc brakes and sportier trim details inside and out, including upgraded cloth upholstery. The SXT Plus can be equipped with a nine-speaker Boston Acoustics premium sound system that brings with it a leather-wrapped steering wheel with audio controls.

The SXT and SXT Plus are eligible for a number of options. The Driver Convenience group (SXT/SXT Plus only) includes heated front seats, a compass and a tire-pressure-monitoring message display. The Security group adds antilock brakes, an engine oil cooler, trailer-towing wiring harness, an alarm, a remote ignition (CVT-equipped models only), front-seat side airbags and hill start assist (manual transmission models only). Other options include a touchscreen sound system interface, a navigation system and a sunroof.

Powertrains and Performance

The front-wheel-drive 2012 Dodge Caliber is powered by a 2.0-liter four-cylinder engine that puts out 158 horsepower and 141 pound-feet of torque. A five-speed manual transmission is standard on the SE and SXT Plus. A continuously variable automatic transmission (CVT) is optional on those trims and standard on the SXT.

Fuel economy is decent across the board, though mileage isn't quite as good as you might expect with the CVT. The 2.0-liter engine returns EPA estimates of 24 mpg city/32 mpg highway and 27 mpg combined with the manual transmission, and 23/27/24 mpg with the CVT.

Safety

Standard safety features for the 2012 Dodge Caliber include a driver-side knee airbag, side curtain airbags, active front head restraints and antilock brakes (front discs/rear drums on the SE and SXT; four-wheel discs for the SXT Plus and the SXT with Security Group). Stability control isn't even offered on the SE, but it's standard on the SXT and SXT Plus. Front-seat side airbags are only available as an option on the SXT and SXT Plus as part of the Security group.

In government crash tests, a Caliber with front side airbags earned an overall rating of just three stars (out of five), including four stars for overall frontal protection and three stars for overall side protection. Results were mixed in Insurance Institute for Highway Safety tests, with a top "Good" rating in the frontal-offset crash test, a next-to-lowest "Marginal" rating in the side-impact test and a second-best "Acceptable" rating in the roof-strength test.

Interior Design and Special Features

Despite a makeover two years ago that added some soft-touch materials in key areas, the Caliber's interior is still made up of large swaths of hard plastic that's subpar for even this segment of inexpensive compacts. Head- and legroom are fine up front, but the high, SUV-style seating position feels somewhat unnatural to us in a small car. The reclining rear seatbacks on the top two trim levels are a definite plus. At the same time, rear seat utility is compromised by cupholders that jut rearward from the center console between the front seats and make the center seating position in the rear virtually useless.

The layout of the driving controls and gauges is good. Practical features like the convenient beverage cooler built into the glovebox and the handy rechargeable flashlight in the cargo area are nice touches not available elsewhere.

Cargo room is decent enough, with 18.4 cubic feet of space behind the rear seats. Fold those seatbacks down and cargo capacity grows to 47.4 cubic feet. This is pretty good, but other hatchbacks hold much more, especially the cavernous Honda Fit.

Driving Impressions

The 2012 Dodge Caliber is better to use than to drive. The 2.0-liter four-cylinder under the hood produces decent horsepower, but acceleration is leisurely at best, while the CVT dulls the response from the powertrain even further and produces a droning engine note during acceleration. The suspension action feels a bit harsh and there's more body motion than we would prefer. It all adds to an overall impression that the car lacks the kind of refinement it should have, even in this segment where a low price is a key attribute.

More on 2012 Dodge Caliber

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IN SVC. DATE	PROD. DATE	WARR. EXP.	PROMISED	PO NO.	RATE	PAYMENT	INV. DATE
07MAY12 DD			WAIT 07MAY12			COUP	07MAY12
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Addr2: [REDACTED]

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CSZ: GALLOWAY, NJ [REDACTED]

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Emp: 274

PELISSERO, DAN

PO: [REDACTED]

Origin: R

Salesperson:

PART NUMBER.....	DESCRIPTION.	QTY	PRIOR	O.H.	ODATE	RDATE	ND	FILL	FEE
R8000676AE	TRANS PKG-W	1	2DAY	0	08MAY			0	
5191185AA	*FLUID-AUTO	2	2DAY	1	08MAY			0	
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